ROYAL CANADIAN MOUNTED POLICE
Headquarters "J" Division

FREDERICTON, N.B.
February 13, 1959

LIBRARY OF ONTARIO
TORONTO
APR 16 1959
RECEIVED

The Honourable,
The Attorney General,
Province of New Brunswick,
Fredericton, N. B.

Sir:

I have the honour to submit a report of "J" Division, Royal Canadian Mounted Police, which by contract policed the Province of New Brunswick, for the calendar year 1958.

ORGANIZATION

GENERAL:

During the period under review the number of Sub-Divisions in the Province of New Brunswick remained unchanged. The number of Detachments were reduced by the closing of Newcastle Town Detachment and St. Stephen Town Detachment, both these Towns now being policed by their own Forces.

Later in this report statistics will show an increase in Criminal Code and investigations under the Provincial Statutes during the year. Once again I must report that members of the Division, particularly those on Detachments, have worked a greater number of hours than it is reasonable to expect of them. This situation should be alleviated to a large extent after April first when some of the busier posts will be provided an increase in establishment. The Highway Patrol was increased to 31 men during 1958 and will be further increased to 35 in 1959 with the setting up of patrols at Sussex and St. Stephen. Total increase will be eleven men, ten of whom will be charged to the Province by agreement.

The authorized establishment of personnel employed under the R.C.M.Police Act, exclusive of officers, is:

By Agreement with the Province of New Brunswick	171	
Town contracts	25	
Total	196	
Differential (10% of 196 supplied by Government of Canada under agreement)	20	
Increment (supplied by Government of Canada for field trainees, relief and emergencies)	10	
Actual strength, exclusive of Officers, employed under the RCMP Act in "J" Division on December 31, 1958	--	226
Total	226	226

In addition to the above personnel, there are six officers serving in New Brunswick; also two NCO's, five Constables and four Special Constables are attached from other Divisions. With the 25 Civil Servants, this makes a total of 268 as outlined in Appendix "A" which also shows locations of Sub-Divisions, Detachments and Highway Traffic Squads, as at December 31, 1958.

TOWN CONTRACTS:

Seven of the municipalities formerly policed by this Force renewed their contracts in 1958 for the services of the R.C.M.P. to police their Towns. The Town of St. Stephen terminated its contract with this Force on June 30, 1958 and the Town of Newcastle terminated its contract on July 31, 1958. The number of personnel employed on the other municipalities has remained constant, with the exception of Oromocto where due to the increase in population a second Constable was posted under contract to that Town on July 15, 1958. The Towns now policed by this Force in the Province of New Brunswick are as follows:

Campbellton	- 2 NCO's,	7 Constables
Chatham	- 1 NCO	4 Constables
Dalhousie	- 1 NCO	3 Constables
Oromocto	- 1 NCO	2 Constables
St. Andrews	-	1 Constable
Sussex	- 1 NCO	1 Constable
		1 Special Constable

MARINE UNITS:

There was no change in water transport in the Division during the past year. We have now four boats fully equipped to operate under improved safety regulations out of Fredericton, McAdam (or Perth), Moncton and Shediac. One additional boat, an older model which is still serviceable, is retained at Division HQ for training and emergency use.

During 1958 our Patrol Boat "DETECTOR" was in active operation, being manned by a unit composing of two NCO's and two Special Constables attached from the "Marine" Division. This unit was employed chiefly on duties of a Preventive nature, such as searching of ships under the Customs Act and patrolling waters in relation to the enforcement of the Canada Shipping Act and the Migratory Birds Convention Act. This unit was also available for reserve and rescue duty in the Bay of Fundy and lower St. John River.

HIGHWAY TRANSPORT:

Motor Transport strength as of January 1, 1959 stands at 97 of which there are six motorcycles and four trucks.

Fully equipped highway transport number 14 which will be increased by two additional units, one at St.Stephen, N.B. and one at Sussex, N.B. shortly after April 1, 1959 as money is available in approved 1959-60 estimates.

Additional radio equipment received during the past year has resulted in 69 transports now in service that have radio facilities.

During the 12 month period ending December 31, 1958, a total of 45 transports were traded in for new vehicles with 11 additional units being purchased.

Distribution of police transport is shown in Appendix "B" of this report.

COMMUNICATIONS:

During the year several changes in personnel took place in the Communications Branch, these through the transfers of technicians and despatchers. The branch is now operating at full strength with a supervising NCO and a senior technician stationed at our Fredericton H.Q. One technician and three despatchers operate the Moncton Section and one technician and three despatchers operate the Fredericton Section.

74% of all Detachments and 80% of all transport are now equipped with three-way radio, with improvement on communications planned for the coming year.

Telex communication now links this Headquarters with all other Division headquarters throughout the Force.

Although specialized knowledge is playing an increasingly important role in the successful performance of our duties, the Detachment personnel engaged in the active enforcement of the Statutes in the field are the key to the efficient execution of our enforcement programme. By co-ordinating the technical and specialized aids in the fields of science and communication with the work of the field investigator the successful conclusion of many cases has been achieved. A brief reference is made hereunder to the more frequently employed services.

POLICE SERVICE DOG "RANGER":

Centrally located at Moncton with his Dogmaster, transportation by a specially appointed panel truck makes it possible to respond to calls for assistance from any point within the province with a minimum of delay.

The Police Service Dog is more widely known for assistance rendered in searches for lost and missing children or hunters in wooded areas, however, "Ranger" is also used to advantage in tracking escapees from penal institutions, in the recovery of lost or stolen property and in the locating of articles vital as evidence.

IDENTIFICATION SECTIONS:

In line with the ever increasing use being made of the specially trained members of the Identification Sections involving most frequently Photography, Fingerprinting, handling of exhibits and preparation of plaster casts, an additional Identification Section was opened during the year at Campbellton. With the opening of the Campbellton Identification Section the province has been

divided into four districts; Fredericton, Saint John, Moncton and Campbellton which permits quicker and more complete coverage of any point in the province where the services of the Identification Section personnel may be required.

During the year our Senior Identification Section member stationed at Fredericton was specially trained in colour photography. This is a medium which has had limited use in the field of police photography. It has never been used in this province to date but may now be employed in special cases should the occasion arise.

CRIME DETECTION LABORATORIES:

A Laboratory is maintained at Sackville to serve the Divisions of the Force in the four Atlantic Provinces. The facilities are also available to all Police Forces in New Brunswick, Nova Scotia, Newfoundland and Prince Edward Island.

Laboratories are also maintained at Ottawa and Regina and where the need arises for recourse to specialists in subjects not available at Sackville, arrangements are made through that unit for the necessary assistance from the other two units or from other qualified sources of scientific knowledge.

In an effort to obtain even greater success in criminal investigations, and as the investigators realize more and more the value of scientific aids, greater use is being made of Laboratory facilities. To the investigator a positive opinion or a definite elimination of questioned material is frequently important since either may indicate a specific line of enquiry.

The Central Fingerprint Section - is situated in Ottawa and it is the main bureau through which pass all fingerprints. It provides not only up-to-date information on criminals within the Dominion, but also maintains liaison with outside Forces, acting as a clearing house in all phases of law enforcement.

This Section operates under the Identification Branch, Ottawa, in conjunction with the

Crime Index and Photographic Sections,
The Single Fingerprint Section,
The Fraudulent Cheque Section,
The R.C.M.Police Gazette, Ticket-of-Leave and Firearms Registration Sections.

The Identification Branch is national in character and its facilities provide an important source of reference and a channel through which reliable material pertinent to law enforcement is made available to all police forces.

The Highway Patrol Units - designed to deal specifically with traffic and highway conditions. The Highway Patrol Units although operating independently of Detachments are auxiliary thereto and provide a means of dealing with the ever increasing problems of traffic control on the provincial highways. Their value lies in their greater flexibility of movement, detailed knowledge through special training and the selective measures adopted in choosing members for this duty.

Highway Traffic Courses are held at appropriate times throughout the year at Fredericton. These Courses cover all phases of highway traffic enforcement and highway safety and they are attended by Detachment personnel as well as the specialized traffic patrolmen in order that all members in the field may be fully qualified in this important duty. In addition, a Radar Training Course, which covers all aspects in respect to the operation of this equipment, is conducted annually at the University of New Brunswick.

CRIME:

The statistics shown hereunder in a comparative table relate to investigations undertaken by the force during the period November 1, 1955 to December 31, 1958 for which "J" Division is directly responsible.

The table does not include,

(a) Enquiries conducted for other authorities, or,

(b) Statistics pertaining to any phase of preventive police work.

YEAR	INTOXICATING LIQUOR ACT	MOTOR VEHICLE ACT	GAME ACT	CRIMINAL CODE
1948-49	3,395	1,901	48	3,746
1949-50	3,115	2,101	40	3,404
1 Nov 50 to 31 Mar 51	1,241	580	24	1,091
1 Apr 51 to 31 Mar 52	3,495	2,900	34	3,402
1 Apr 52 to 31 Dec 52	2,562	5,006	49	3,025
1953	3,331	7,484	37	3,678
1954	3,007	5,294	50	3,734
1955	3,478	9,859 ø	44	3,620
1956	3,676	6,766 ✱	37	4,053
1957	4,139	9,898 ✱	31	4,622
1958	5,154	10,850 ✱	40	5,063

Comparison of the statistics for the years 1957 and 1958 is the subject of comment under the various headings to which they pertain.

ø Includes 5,602 written traffic warnings.
✱ Does not include verbal warnings given in respect to minor violations.

1 JAN 58 to 31 DEC 58

GROUP 1 NEW BRUNSWICK	Complainant declined to prosecute	Negative searches and complaint unfounded	Further investigation unwarranted	Otherwise concluded	Withdrawn	Convicted	Dismissed	Awaiting Trial and still under investigation	TOTALS
Offences against Public Order Part II - C.C.	13	3	11	6	3	16	1	9	62
Offences against administration of Law and Justice Part III - C.C.	47		5	1	7	98	5	9	172
Sexual Offences, Public Morals and Disorderly Conduct - Part IV - C.C.	17	8	7	1	18	253	22	9	335
Disorderly Houses, Gaming & Betting Part V - C.C.			1	2	1	3	1	2	10
Offences against the person and reputation (Part V - C.C.)	11	3	38	251	102	914	104	51	1474
Offences against the person and reputation Part VI - C.C.	1	2	3	58	11	15	6	2	98
Offences against rights of Property - Part VII - C.C.	501	16	776	10	65	738	30	314	2450
Fraudulent transactions relating to contracts and trade - Part VIII - C.C.						1			1
Wilful and Forbidden Acts in respect of certain property Part IX - C.C.	87	6	104		24	127	13	38	399
Offences relating to Currency Part X - C.C.			8			1	1	12	22
Attempts, Conspiracies, Accessories, Pt.XI-C.C.	7		7		7	3	1	7	32
Punishments, fines, forfeitures, costs & restitution of property, Pt.XX-C.C.						2			2
Summary Convictions Pt.XXIV-C.C.						6			6
TOTALS	684	38	960	329	238	2177	184	453	5063

The statistics pertaining to investigations opened under the Criminal Code reflect the upward trend over a period of years. In comparison with 1957 this increase represents 9.5% and over a ten year period approximately 35%. The percentage of convictions arising from cases opened in 1958 declined slightly to 43% compared with 47.8% in 1957; the percentage was 42.6% in 1956. Those cases wherein the complainants declined to prosecute rose slightly from 12.2% in 1957 to 13.5% in 1958.

The number of juveniles involved in criminal offences increased during the year, 381 juveniles were concerned in 267 offences compared with 304 juveniles concerned in 174 offences during the year 1957. The incidence of juvenile crime is a constant source of concern but the situation is not considered alarming. The unlawful entering into vacated summer cottages, petty thefts and mischief (damage to property) are the principal offences involving these youthful offenders.

The table shown hereunder deals with the principal offences against the person during the years 1956, 1957 and 1958.

	1956		1957		1958	
	Cases	Convictions	Cases	Convictions	Cases	Convictions
Murder.....	2	0	4	1	1	1
Attempted Murder...	3	0	0	0	1	0
Manslaughter (Not including motor Manslaughter).....	0	0	2	2	1	0
Criminal Negligence & Hit & Run Driving	158	112	162	108	148	87
Criminal Negligence	13	1	24	2	12	5
Driving While Intoxicated and Impaired Driving..	472	412	585	515	479	430
Assaults (all).....	294	192	363	224	391	229

Murders and Attempted Murders:

Only one homicidal attack was recorded during the period under review and this resulted in the conviction of the accused. It is of interest to note that during this trial judicial history was made when the evidence and conclusions of experts in neutron activation in relation to their analyses and experiments on samples of human hair was admitted. It is believed that this was the first occasion in North America, as well as in the Commonwealth, that evidence of this nature was introduced and admitted in court.

There was also one attempted murder during the year. The person responsible for the attempt took his own life.

Manslaughter:

The one manslaughter trial that arose during the year resulted in the dismissal of the charge.

Criminal Negligence (Criminal Code Sections 192 & 193):

The above referred to Sections are invoked to deal with cases in which there are indications of the possibility of negligence arising from fatalities or where bodily harm is caused under similar circumstances. Such cases arise in the most part from the operation of motor vehicles and negligence in the handling of firearms.

The 12 investigations dealt with under this heading involved ten automobile accidents resulting in seven deaths and three instances of injury. Two hunting accidents resulted in two woundings. Five convictions were entered, there was one dismissal and one charge withdrawn. Five of the cases are presently under investigation or awaiting trial.

Offences Arising from the Operation of Motor Vehicles:

The offences dealt with under the Criminal Code in respect to the operation of motor vehicles on our highways represent the more flagrant type of violation and frequently involves a complete disregard for the lives and safety of others. The great majority of our motorists react favourably to safe driving habits, but unfortunately many will not accept the lessons taught by the experiences of others. Education has played an important part in bringing to the attention of the motoring public the heavy cost in lives, injuries and property damage which are caused by the intoxicated and impaired driver. The reduction in investigations and convictions for this type of offence from 585 investigations in 1957 to 479 in 1958 is viewed with guarded optimism. Although encouraging, the total is still high and in order to reduce the incidence of this type of offence all-out efforts cannot be relaxed.

Investigations in respect to the criminally negligent and the hit and run offender have also shown a decrease with the percentage of convictions remaining constant. This again could be an encouraging indication that the increase in highway patrol duty is having a salutary affect on the motoring public.

In the case of those drivers who operate their vehicles whilst their driving privileges are under suspension there is the added factor that they have deliberately ignored the fact that they were removed from the highway for a cause. There were 185 investigations of this nature resulting in 159 convictions for driving whilst disqualified.

Assaults:

Although there has been a slight increase in the number of cases involving assaults, it is not considered that this is indicative of any particular trend.

Offences Against the Rights of Property:

Breaking and Entering, passing of worthless cheques and thefts are the predominate crimes against property dealt with during the past year. All three types of offences have shown a definite upward trend.

Summer cottages, camps, vacated houses and small business premises have been the target for the majority of the breaking and enterings and in a large number of cases involved the theft of food, cigarettes and small amounts of money in preference to more valuable articles that may be available. Although in many instances the value of the goods stolen is not great, the damage and inconvenience caused to the owners of the premises is an additional factor that must be taken into consideration.

The statistics in respect to the number of breaking and entering investigations are not necessarily indicative of the number of persons involved or the number of premises entered. There has been an increase in cases wherein one individual or a group of individuals committed a series of offences and in the light of this observation the statistical increase in this type of offence is not considered to be too significant.

Thefts of automobiles show an upward trend as transients make greater use of this means of transportation. In many cases, a series of automobile thefts were committed by one individual in order to proceed to a distant destination. This has been particularly noted in respect to persons travelling through the province into the bordering province of Quebec resulting in the recovery of many stolen vehicles abandoned in that province.

As many automobile thefts could be prevented through simple precautions being taken by the public, a leaflet was published under the authority of the Commissioner of the R.C.M.Police and distributed to motorists in an effort to impress on them that adherence to a few simple precautions would help to prevent crime. In furtherance of our prevention programme, a further booklet was also published and distributed to storekeepers and businessmen in order that through knowledge of reliable simple safeguards they may take certain precautions to protect their interests.

The cheque passer and false pretense operator has been particularly troublesome and as this type of offender is continually on the move he is usually far from the scene of the crime when the matter comes to the attention of the police.

Through the medium of night patrols and radio communications every endeavour is made to guard against their activities. Close liaison is maintained with other police authorities, both within this province and with those in other provinces, in an effort to meet and deal with this type of offender. The provisions of Criminal Code Section 421(3) have been found to be particularly valuable in dealing with the criminal who travels from province to province committing offences over a broad area.

The protection of unwatched summer cottages has been continued by patrols and this activity has been of assistance in reducing their vulnerability. It will be appreciated that such surveillance has to be controlled in view of our manpower limitations.

The following table affords a comparison of cases reported under this heading during the past three years:

	1956		1957		1958	
	Cases	Convictions	Cases	Convictions	Cases	Convictions
Robbery.....	8	4	12	5	3	1
Breaking, Entering and Theft.....	809	171	843	240	1058	369
Safebreaks and Attempted Safebreaks	17	4	11	5	13	3
Arson.....	32	7	31	1	60	9
Thefts.....	808	208	923	282	1161	285

Arson:

This title is used in classifying all fires into which an investigation is conducted by this force, therefore the above statistics do not necessarily convey the number of cases in which arson was actually disclosed.

PROVINCIAL AND MUNICIPAL LAWS

Shown hereunder is the disposition of all offences investigated under the Provincial Statutes during the period January 1, 1958 to December 31, 1958, in comparison with the 1957 totals.

1 JAN 58 to 31 DEC 58

GROUP 1 NEW BRUNSWICK	Complainant declined to prosecute	Negative searches and complaint unfounded	Further investigation unwarranted	Otherwise concluded	Withdrawn	Convicted	Dismissed	Awaiting trial	Still under investigation	TOTALS	1 Jan 57 to 31 Dec 57 TOTALS
Childrens Protection Act			1		2	35				38	13
Deserted Wives & Children Act					13	21	6	6		46	41
Game Act	2		3	1	4	26		4		40	31
Gasoline Sales Act						3				3	3
Highway Act	1					13		2	4	19	8
Children of Unmarried Parents Act	1		3		7	15	2	5		33	38
Intoxicating Liquor Act	305	1562	45	4	24	3154	21	29	10	5154	4139
Mining Act											1
Motor Vehicle Act	21	1	25	20	171	10552	97	79	12	31010	40189
Peddlers Act										1	1
Provincial Hospital Act			2		2	1	1			6	8
Pharmaceutical Act											1
Reciprocal Enforcement Act						1				1	
Salvage Dealers Licensing Act						1				1	
School Act					1	2	1			4	5
Security Frauds Prevention Act			1							1	2
Sheep Protection Act			1							1	
Theatres Act						1				1	
Towns Act						1				1	
Municipal Act				473		703				1176	3160
TOTALS	329	1563	82	20649	111	14529	128	125	26	37542	47640

The decrease in the number of cases handled during 1958 is brought about by a greater number of verbal warnings being grouped with motor vehicle checks and which are now shown on the statistical returns as "Assistance". Only 20,171 warnings are shown in the foregoing table compared with 30,316 shown in 1957. Comments in respect to warnings and motor vehicle checks under the Motor Vehicle Act will be fully covered later in this report.

MOTOR VEHICLE ACT AND HIGHWAY CONDITIONS:

The planning of a highway safety programme is one of national significance and the adoption of new procedures in one part of Canada is closely observed in order that techniques which contribute to the improvement of enforcement or safety may be instituted in New Brunswick. From this there has evolved a broad general policy in relation to equipment, reporting, education and administration which not only adds to uniformity but, more important, provides a medium of comparison through which more efficient use of available manpower may result.

Education as a phase of highway safety is of paramount importance to personnel engaged on these duties both in the field and in an administrative capacity. The 31 men now employed on full time highway patrol duty have received specialized training, two at the Northwestern University in Evanston, Ill., and all have attended training courses of two weeks duration on the various aspects of traffic law enforcement including public relations, first aid and patrol techniques. Following up the previous year's activities, 14 men received a ten day course in the operation of radar at the University of New Brunswick and additional radar equipment was put into operation in the province. These units are on a mobile basis and they are moved about from place to place in a constant effort to keep speeding, a major cause of accidents, at a minimum. During the year 1958 a total of 566 speeding violations were detected by means of this method of enforcement.

Our accident rate per hundred million miles of travel remains the highest in the North American Continent. As a result every means of enforcement at our disposal is being employed to improve this situation, including the use of unmarked cars in extremely troublesome areas where other means of enforcement have not brought about a satisfactory result and 161 violations were detected by this means.

Due to manpower limitations and the total miles of roads in this province, highway patrol units are operated in locations having the highest accident occurrence and during the hours that statistics reveal these accidents are taking place. This method of patrolling has a twofold purpose; one, to apprehend violators - two, the presence of a conspicuously marked patrol car in that area will have a deterrent affect on would-be violators. Statistics reveal that accidents are caused invariably by drivers violating the law.

In view of the success of the saturation enforcement programme carried out over the Labour Day weekend in 1957, similar programmes were instituted during the July 1st and Labour Day weekends during 1958. It was again clearly demonstrated that accidents can be drastically reduced by constant patrols. As these exercises involved the use of approximately 100 members, it is quite obvious that it could not be operated over an extended period due to manpower limitations.

The matter of driver education is also of vital importance in any attempt to reduce accidents and while not entirely a police function, every effort is made by members on patrol to educate the present as well as the future drivers in their responsibilities to others as well as to themselves with regard to highway safety or accident prevention. This activity is accomplished by direct contact between the patrol and the driver or pedestrian who has made a slight error in his driving or walking and a verbal warning or caution is given in order that he will not make a similar error which may be the cause of an accident. A total of 143,195 vehicle checks were made and warnings issued during the year. Checking in this instance involves checking the mechanical fitness of the vehicle, checking of the vehicle's speed as it passes a radar unit or a routine check of driver's permit or license to operate. Furthering the function of safety education, the members on patrol speak to many home and School meetings, Scout groups, school classes, Service Clubs and public meetings.

Close liaison has been maintained with the Department of Highways in the matter of highway signing with the result that effective signing is producing a greater extent of voluntary compliance by the motorists, especially in restricted speed zones.

As the courts have indicated that they are not disposed to members of the Force prosecuting Motor Vehicle Act cases when a "Not Guilty" plea is entered and counsel appears for the defence, a change was made in Departmental policy authorizing the appointment of Crown Counsel in cases of this nature. This change in policy has proven very beneficial in the enforcement of this act.

In recognition of the importance of highway safety and the need for more stringent means to reduce the high toll on our highways, a conference was held on the 2 Dec 58 attended by the Premier, the Attorney General, the Provincial Secretary-Treasurer, the Registrar of Motor Vehicles, Officers and Senior N.C.O.'s of the Force. The place of education was stressed and discussions were held on many points considered to be directly concerned with Motor Vehicle Act enforcement and the reduction in the accident rate. It is considered that the conference was a great step forward and it is anticipated that tangible results will accrue from it.

Shown hereunder are comparative statistics relating to the duties performed on the highways during the years 1956, 1957 and 1958:

	1956	1957	1958
Cases handled	6,706	9,898	10,850
Convictions	6,535	9,611	10,552
Voluntary Penalties (Included in convictions)	4,022	6,526	7,264
Voluntary Penalties (Amount Collected)	$41,483	$61,793	$71,197.17

	1956	1957	1958
Motor Vehicles checked and Highway Traffic Warnings	84,099	117,556	143,195
Highway Patrols.....	16,408	23,356	20,851
Fatal Accidents	116	114	108
Non-Fatal Accidents ..	2,813	2,887	2,887
Drivers Tests	11,430	9,358	7,018

In addition to the 10,850 cases and the 10,552 convictions recorded, the preventive aspect of highway traffic enforcement has been stressed with 143,195 vehicle checks made and verbal warnings issued. In those cases where the vehicle check revealed an infraction which was not considered to warrant punitive action, a warning was given. In cases of minor mechanical defects in the vehicle the defective equipment was required to be corrected and re-inspected.

7,264 of the cases recorded as convictions were concluded with the acceptance of Voluntary Penalties to the amount of $71,197.17. Although it is our policy to have traffic offenders appear before the proper courts, the Voluntary Penalty system has many advantages, both to the policeman and to the travelling public. The advantage to the policeman is the reduction in time which would be required to be spent attending court thus allowing more hours to be devoted to duties on the highway. With both residents and non-residents travelling more widely it also reduces the inconvenience and repeated delays in securing the attendance in court of persons residing distant from the place of offence.

ACCIDENTS, DEATHS AND INJURIES ON THE HIGHWAYS DURING 1958:

In order to determine whether our accident preventive programme is accomplishing its purpose, the results achieved must be critically reviewed, taking into consideration all factors which may have a bearing on the whole result.

Active enforcement on the highways under the Criminal Code and Motor Vehicle Act climbed from 10,849 to 11,487, an increase of 5.9%. Detection of violations for every 100 accidents increased from 361 to 370.

In 1957 there were 148,395 licensed drivers and 116,600 vehicles registered. In 1958, according to the latest figures available, there were 148,819 licensed drivers and 119,509 vehicles registered. On the basis of these figures there was a falling off of the rapid increase shown in the previous years, but still 424 more drivers and 2,903 more vehicles operated on our highways, an increase of .29% and 2.5% respectively.

Non-fatal accidents remained constant at 2,887 with fatal accidents decreasing from 114 to 108 for the year under review. Fatalities showed a minor increase to 137 from 133 which indicates a slight increase in multiple fatalities. Major injuries showed a decrease from 370 to 339 and minor injuries from 1,058 to 989.

The preventive aspect of our accident preventive programme in the number of warnings issued and vehicles checked has been dealt with previously in this report.

Although the toll on our highways continues to be high, in consideration of increased travel the accident statistics give some indication that our efforts in enforcement and preventive measures are meeting with success in holding down the incidence of highway accidents.

The table hereunder discloses the causes in respect to the 137 highway fatalities in 1958 in comparison with 1956 and 1957.

	1956	1957	1958
Persons receiving major injuries	387	370	339
Persons receiving minor injuries	938	1,058	989
Fatalities arising from accidents	135	133	137
Persons involved	1,460	1,561	1,465

TABLE OF CAUSES - FATALITIES

	1956	1957	1958
Railway Crossings.....	7	Nil	5
Careless Drivers.....	2	7	12
Physically impaired drivers.....	Nil	Nil	Nil
Tractors and other motor vehicles going out of control.....	Nil	7	3
Driver falling asleep at wheel...	3	5	1
Driver losing control due to excessive speed, driving off road, etc.....	33	42	32
Criminal negligence of driver, manslaughter, Hit & Run, Reckless Driving, Drunken Driving, etc...	20	17	25
Intoxicated Pedestrian.....	5	3	2
Careless Pedestrian.....	17	6	13
Children Playing, running into path of vehicle, etc.....	28	24	23
Faulty mechanism, blowout, etc...	2	2	3
Undeterminable accidental causes.	4	5	1
Road and weather conditions, inadequate markings.....	6	4	4
Careless bicycle and motorcycle rider.....	3	2	6
Improper parking, unlighted vehicles, etc.....	Nil	1	1
Passengers boarding, alighting from, falling off moving vehicles	4	5	3
Unpreventable miscellaneous causes	1	3	3
TOTALS	135	133	137

The most significant feature noted in the foregoing table is the increase in fatalities caused by the careless and criminally negligent driver, also the careless pedestrian and bicycle or motorcycle rider. It would therefore appear that efforts to educate the public in the need for greater care when driving or walking on the highways have not been fully successful and that a more stringent attitude must be adopted and prosecutions entered. The greatest significant cause of highway fatalities continues to be from drivers losing control of their vehicles and driving off the highway. In the majority of cases too great a speed for the prevailing conditions is the direct contributing factor.

INTOXICATING LIQUOR ACT:

Prosecutions and convictions increased in comparison with the number of cases handled in previous years. Preventive action in the form of searches also showed a decided increase. It was found necessary in many instances to have recourse to the employment of Restriction Orders in dealing with known or suspected violators.

MUNICIPAL POLICING:

The statistics under this heading show a decrease both in cases where punitive action was taken and those instances where warnings were issued as a preventive measure. The decision of the Towns of St. Stephen and Newcastle not to renew their contracts for the policing of their towns by this Force during the year under review would have a direct bearing on this decrease.

NON-CRIMINAL INVESTIGATIONS, ETC.:

In order to record the work performed, cases are classified under one of three statistical groups. The first group includes those breaches of the Statutes which it is our responsibility to investigate. The second group includes cases in which we deal with non-breaches of the Statutes, investigations for, or assistance to, Provincial or Municipal Authorities, the general public, other police forces and British and Foreign Authorities. Matters of purely administrative control which require no investigation are placed in the third group.

The extent to which duties in all three groups has developed over the preceding two years in comparison with 1958 is shown below:

	1956	1957	1958
Group 1 - Provincial	40,681	47,640	37,553
Criminal Code	4,053	4,622	5,063
Group 2	89,866	127,233	188,013
Group 3	6,216	6,918	11,698
	140,816	186,413	242,327

Increase in volume of cases handled over 1957 - 55,914.

Included in Group 2 cases are the following examples of assistance rendered to Provincial Government Departments:

	1956	1957	1958
Examination of drivers	11,430	9,358	7,018
Investigations for the Registrar of Motor Vehicles	349	270	287
Motor Vehicle Privileges Picked up for the Registrar of Motor Vehicles	729	667	354
Enquiries under the Intoxicating Liquor Act ...	493	577	486

The investigation of motor vehicle accidents and checking of motor vehicles are also recorded under this group:

Motor Vehicles checked and operators warned	143,195
Motor Vehicle Accidents	2,995

The enquiries conducted as assistance to the general public totalled 227, whilst enquiries for lost or missing persons numbered 144. Assistance to other police departments totalled 951.

The 30,583 special highway patrols conducted are included in the Group 2 cases.

ACCIDENTAL AND SUDDEN DEATHS:

Noted hereunder are the causes of death in the cases investigated by members of the Force during the years 1956, 1957 and 1958:

	1956	1957	1958
Aeroplane Crash	4	13	5
Asphyxiation	10	5	9
Burns	5	7	12
Conflagrations	30	21	3
Drowned	34	39	41
Electrocuted	0	0	1
Exposure	2	1	3
Highway Fatalities	135	133	137
Miscellaneous Accidental Causes	8	6	8
Homicide	2	4	1
Natural	60	58	46

	1956	1957	1958
Occupational	12	19	13
Railway Fatalities	5	8	7
Shot (mistaken for game)	3	3	0
Shot (accidental discharge of firearm)	7	6	2
Suicide	17	12	19
Strangulation	0	0	1
Vehicles in yards and driveways.	0	1	0
	334	336	308

It will be noted that these figures include highway fatalities, comments on which appear elsewhere in this report.

DISTINGUISHED VISITORS:

Her Royal Highness Princess Margaret visited Fredericton during August of 1958. This Force was responsible for security measures and traffic control during Her visit which was satisfactorily carried out with no untoward incidents to report.

Other distinguished visitors to the Province during the period under review were His Excellency, the Rt. Hon. Vincent Massey, The Governor General of Canada, and Lord Rowallan, Chief Scout of the British Commonwealth.

REVENUE COLLECTED FOR THE PROVINCE:

Revenue collected on behalf of the Province is strictly confined to Voluntary Penalties imposed under the Motor Vehicle Act. This is in conformity with established policy. Funds collected are deposited and transmitted to the Provincial Secretary-Treasurer by draft twice monthly and involved the sum of $71,197.17 during the year 1958. No collections in any form are undertaken for the municipal authorities in respect to towns policed by this Force.

ADMINISTRATIVE

The total strength of the Division as shown in Appendix "A" comprises 268. My officers presently stationed in "J" Division are Inspector, J.A.A. Thivierge, Officer in Charge Criminal Investigation Branch; Inspector I.S. Glendinning, Duty Officer; Inspector J.H. Roy, Officer Commanding Moncton Sub-Division; Inspector R.C. Russell, Officer Commanding Fredericton Sub-Division and Inspector L.A.F. Holm, Division Personnel Officer.

CHANGES IN COMMISSIONED PERSONNEL:

During 1958 the following changes in commissioned personnel were made in the Province:

Acting Superintendent W.H. Kelly assumed command of "J" Division for the period from June 2, 1958 to August 20, 1958 vice Superintendent L. Bingham who, temporarily appointed to special duty, reassumed command of "J" Division on the latter date shown.

Inspector I.S. Glendinning was transferred to the position of "J" Division Duty Officer from "K" Division replacing Sub-Inspector C.A. Lougheed who had been transferred to "H" Division in the latter part of 1957.

Inspector E.A.F. Holm has replaced Inspector M.J. Keough as Division Personnel Officer on the latter's transfer to Headquarters Division as Liaison Officer for the Force.

PRESENTATION OF AWARDS:

During 1958 Long Service Awards were made to the following serving personnel in this Division:

	A/Supt. W.H. Kelly	- Bronze Clasp & Star
	Insp. H.C. Russell	- Bronze Clasp & Star
12962,	S/Sgt. J.O.E. Thompson	- Long Service Medal
12029,	S/Sgt. W.R. Bryenton	- Bronze Clasp & Star
12947,	Cpl. A.M. Hughes	- Long Service Medal
12732,	Cpl. D.S. Johnson	- Long Service Medal
S1678,	S/Cst. S.A. Foster,M.M.	- Long Service Medal

COURSES ATTENDED:

During 1958 our personnel attended the following Courses:

Advanced Training Class #4	- Regina, Sask.	- 3 members
Advanced Training Class #5	- Rockcliffe, Ontario	- 3 members
Intermediate Training Classes Nos. 4 & 7	- Rockcliffe, Ontario	- 8 members
1 year non-degree University Training - University of New Brunswick	- Fredericton, N.B.	- 2 members
Degree Training - University of New Brunswick	- Fredericton, N.B.	- 1 member
Traffic Patrolman's Course	- Fredericton, N.B.	-20 members
Traffic Training Course #26	- Fredericton, N.B.	-19 members

Radar Training Course - University of New Brunswick	- Fredericton, N.B.	- 14 members
Divisional Refresher Class	- Fredericton, N.B.	- 19 members
Race Track Supervision Course	- Halifax, N.S.	- 14 members
Advanced Identification Class	- Ottawa, Ontario	- 1 member
Advanced Colour Photography Course	- Ottawa, Ontario	- 1 member
Dogmaster's Refresher Class	- Sydney, N.S.	- 2 members
C.I.B. Investigational Training	- Fredericton, N.B.	- 2 members
C.I.B. Investigational Training	- Moncton, N.B.	- 2 members
First Aid Instructors Class	- Saint John, N.B.	- 3 members
First Aid Training	- Ottawa, Ontario	- 8 members
First Aid Training	- Fredericton, N.B.	- 22 members
Civil Defence Training	- Arnprior, Ontario	- 2 members

RIFLE AND REVOLVER COURSE:

The Annual Revolver and Rifle Course was held during the summer of 1958 and 199 members of the Division received training in the care and handling of firearms.

RECRUITS ENGAGED IN THE PROVINCE:

Twenty-four residents of New Brunswick were engaged as recruits during 1958 and posted to training divisions of the Force.

BUILDING AND ACCOMMODATION:

The policy of increasing the number of Police owned buildings throughout the Province has been accelerated during the past year. Detachment quarters have been completed at Buctouche and Fort Elgin. Construction is underway for a modern garage at Fredericton and detachment quarters are under construction at Edmundston, Perth and East Florenceville, contracts have been let for nine married quarters at Moncton Sub-Division Headquarters. In addition, building sites have been purchased or are under investigation at the following points:

Grand Manan
Meadam
Plaster Rock
St. Stephen
St. George
Caraquet
Sackville
Sussex
Petitcodiac

YOUTH AND THE POLICE:

Members of the Division are encouraged to devote their time to the many youth programs carried out in this Province and participate in the Boy Scout Association, lecture on highway safety and project educational films to various boys' organizations and societies in the Province. Our members also act in advisory capacities in the organization of sport programs within the various towns and villages. All assistance, lectures, etc. of this nature are carried out by these members during their off-duty hours. A special effort is being made by members of our highway patrols to educate the children of the Province in the matter of highway safety, this as part of their regular duties. Considerable time is also being devoted to the addressing of service clubs, Home and School Associations, parent gatherings, etc. to educate the parents in the matter of assisting their children to obey safety regulations.

SPECIAL ASSIGNMENTS:

Superintendent Bingham was absent from "J" Division from June 2, 1958 to August 20, 1958 on loan to the International Economic and Technical Co-operation Division of the Department of Trade and Commerce. During this period he spent two months in Ghana as a member of a Committee on National Security set up by the Government of Ghana.

.....

A substantial number of complimentary letters were received from responsible citizens of the Province with respect to the manner in which members of the Force carried out their duties.

Cooperation between the Force and the officials of both the Dominion and Provincial Governments, the municipal and railway police forces together with press, radio and television facilities continues to be most satisfactory and serves to assist greatly in the service to the public. The highlight of this spirit of cooperation was the meeting between the Premier, the Minister of Public Works, the Registrar of Motor Vehicles, yourself and Officers and Senior N.C.O.'s of the R.C.M.Police during the fall of this year with respect to the various facets in improving highway traffic conditions throughout the Province.

I have the honour to be,

Sir,

Your obedient servant,

L. Bingham

L. BINGHAM, Supt.,
Commanding "J" Division.

Encl.

APPENDIX "A"

ORGANIZATION AS AT 31 DEC 58

	Superintendents	Inspectors	Sergeant-Majors	Staff-Sergeants	Sergeants	Corporals	Constables	Special Constables	Civilian Employees & Civil Servants	TOTAL
"J" DIV.HQ., F'TON. N.B.	1	3	1	1	4	8	7	4	30	59
F'TON. S/DIV.Hq & SECTION R.C.C.		1		2					1	4
Chipman Detachment							1			1
Doaktown Detachment						1	1			2
East Florenceville Detachment						1	2			3
Edmundston Det.& Section R.C.C.					1	1	3			5
Edmundston Highway Patrol							2			2
Fredericton Detachment					1	1	10			12
Fredericton Highway Patrol						1	7			8
Gagetown Detachment						1				1
Grand Falls Detachment						1	1			2
Grand Manan Detachment							1			1
McAdam Detachment							1			1
Minto Detachment						1	2			3
Oromocto Town Detachment						1	3			4
Perth Detachment						1	2	1		4
Plaster Rock Detachment							1			1
St. Andrews Town Detachment							1			1
St. George Detachment						1	1			2
Saint John Detachment				1	1	2	14		3	21
Saint John Highway Patrol						1	5			6
St. Leonard Detachment							1			1
St. Quentin Detachment						1	1			2
St. Stephen Detachment						1	2			3
Woodstock Detachment						1	3			4
Woodstock Highway Patrol							2			2
Attached Marine Unit					1	1	1	4		7
M'TON. S/DIV. Hq & SECTION R.C.C.	1			1	1	5	4		8	20
Alma Detachment							1			1
Bathurst Det. & Section R.C.C.				1		1	4			6
Bathurst Highway Patrol						1	1			2
Buctouche Detachment						1	1			2
Campbellton Detachment						1	4			5
Campbellton Highway Patrol							2			2
Campbellton Town Detachment					1	1	7			9
Caraquet Detachment						1	1			2
Chatham Town Detachment						1	4			5
Dalhousie Town Detachment						1	3			4
Jacquet River Detachment						1	1			2
Moncton Detachment					1	1	9			11
Moncton Highway Patrol						1	6			7
Newcastle Detachment						1	4			5
Newcastle Highway Patrol							2			2
Port Elgin Detachment							1			1
Petitcodiac Detachment						1	1			2
Richibucto Detachment						1	1			2
Sackville Detachment						1	1			2
Shediac Detachment						1	1			2
Shippegan Detachment							2			2
Sussex Detachment							3			3
Sussex Town Detachment						1	1	1		3
Tabusintac Detachment							1			1
Attached for University Training							3			3
TOTAL NUMBER OF PERSONNEL IN "J" DIVISION ON 31 DEC 58	1	5	1	6	11	48	144	10	42	268

APPENDIX "B"

DISTRIBUTION OF POLICE TRANSPORT

"J" DIVISION

AT 31 DECEMBER, 1958

	Police Cars	Highway Patrol Cars	Motorcycles	Panel Trucks	Trucks	Boats	Outboard Motors
Division Headquarters	3		6		1	3	2
F'ton. S/Div.Headquarters	1						
DETACHMENTS							
Chipman	1						
Doaktown	1						
East Florenceville	2						
Edmundston	3	1					
Fredericton	6	3					
Gagetown	1						
Grand Falls	1						
Grand Manan	1						
McAdam	1						
Minto	2						
Oromocto Town	1						
Perth	2						
Plaster Rock	1						
St. Andrews Town	1						
St. George	1						
Saint John	6	3					
St. Leonard	1						
St. Quentin	1						
St. Stephen	2						
Woodstock	2	1					
Moncton S/Div.Headquarters	1			1		2	2
DETACHMENTS							
Alma	1						
Bathurst	4	1					
Buctouche	1						
Campbellton	2	1					
Campbellton Town	1			1			
Caraquet	1						
Chatham Town	3						
Dalhousie Town	1						
Jacquet River	1						
Moncton	6	3		1			
Newcastle	2	1					
Petitcodiac	1						
Port Elgin	1						
Richibucto	1						
Sackville	1						
Shediac	1						
Shippegan	1						
Sussex	2						
Sussex Town	1						
Tabusintac	1						
TOTALS	73	14	6	3	1	5	4